

BRIDGE ELECTRIC PLANT.

CONTRACTS INVOLVING \$100,000 ARE AWARDED.

A report of Superintendent Martin Biscardi, of the New York and Brooklyn Bridge, met yesterday afternoon and made provision for the expenditure of \$100,000 for increasing the electrical equipment of the bridge. They are authorized and the receipt of bids for a new power house.

A contract was awarded to the Babcock & Wilcox boiler company of this city for furnishing a battery of two boilers, of 400 horse power each, at a cost of \$4,350. The firm named was the highest bidder, and Comptroller Palmer of Brooklyn objected to the award, which, he moved should be given to Babcock & Wilcox, a Brooklyn concern, which offered to furnish the boilers for \$3,240. Mayor Wurster opposed the Comptroller on the ground that the auxiliary boilers should be the same as the originals, which were furnished by the Babcock & Wilcox Company. The contract was awarded by a vote of 4 to 2.

Contracts were given out also to the Walker Manufacturing Company for two generators at a cost of \$10,840, to the Southworth Foundry and Machine Company for two 400 horse power engines at \$10,400, and to the Pullman Palace Car Company for twenty cars, eight-light long, to be equipped with electric motors, at a cost of \$3,200 each.

The trustees have determined to purchase their own electrical plant and will not receive any power from outside sources. This, they thought, will result in a saving of \$55,000 compared with the cost of the power now received from the city. Improvements are made, Trustee Henkle says, the trains can be run on one-minute headway and the present congestion of traffic will be much relieved.

Trustee Martin presented a report disapproving the proposition of the elevated railway company to run their cars over the bridge. Mr. Martin said that the elevated railway company had secured permission to run cars from the elevated line over the bridge. Mr. Martin's report was as follows:

"The main object of the consideration of this scheme that practically one-half of the proposed increased facilities of the bridge railway will be turned over to the elevated railway. The elevated railway, although a careful examination indicates that less than 25 per cent. of the bridge will be required for the elevated railway, it is well known that the elevated railway, if it is to be run on the bridge, will require the use of the bridge for the same tracks on the superstructure as will the elevated railway. The elevated railway cannot be observed on these railroads, varying as they do in some instances from 40 to 100 feet. The elevated railway, if it is to be run on the bridge, will necessarily interfere with and obstruct the movement of the bridge railroad trains.

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BRITISH GUANA AFFAIR.

The People Want Mr. Chamberlain to Find Out How Big Their Colonies Are. At last the colonists of British Guiana have moved to take an active part in the negotiations now pending for a settlement of the boundary dispute with Venezuela.

A report has been in circulation here that there is little prospect of Great Britain being able to sustain the claim put forward by her to the territory west of the River Moruca to the Amazon, at the entrance to the Orinoco, and what is at present known as the northwest district of British Guiana; and what lends color to the report is that the Government has consented to the work of constructing the proposed road from the Essequibo to Urupun post. Acting on instructions from London, some of the largest syndicates operating mines on the Rarima River have suspended operations and have "shut down" till the boundary question is finally settled.

The people here now seem to realize, for the first time, that there is a possibility of their losing the mining properties in the basin of the Rarima, Barima, and Waini rivers.

There is now more real alarm among the colonists than during the war scare towards the end of last year. The imperial authorities were prepared to assert the territorial rights of the colony, even by force of arms if need be. But now that sense of security has given way to a general feeling of insecurity and uncertainty, the colonists have decided to have their views on the subject made known at home, in London.

Accordingly the following memorial, addressed to Mr. Joseph Chamberlain, has been prepared and is being extensively signed in the colony:

"We, the undersigned, venture to address and lay before you our views on a matter which we are much interested in, and which we believe to be of great importance to the colony. It has been stated to our discredit by a portion of the European press and by private individuals that we, as the inhabitants of the colony, have shown little interest in the question of the boundary between British Guiana and the republic of Venezuela.

"It is, however, a well known fact that we, the inhabitants of the colony, have shown a deep and constant interest in the question of the boundary between British Guiana and the republic of Venezuela. We have shown this interest in many ways, and we have shown it in a manner which we believe to be of great importance to the colony.

"We have shown our interest in the question of the boundary between British Guiana and the republic of Venezuela in many ways, and we have shown it in a manner which we believe to be of great importance to the colony. We have shown this interest in many ways, and we have shown it in a manner which we believe to be of great importance to the colony.

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DRUGGIST FREES IS DEAD.

FAMOUS FOR HIS ROSE BEER AND SPRING TONIC.

The Shop He Kept for Forty-six Years in Sixth Avenue. Joseph R. Frees, a druggist, who for forty-six years did business at 170 Sixth avenue, and was known by nearly every one in that part of the town, died on Tuesday night in his home above his shop of general debility. He and his business were almost an institution in the vicinity. He was a man of great energy and with almost the same vigour in his old age as he began it, up to the time of his death, and his shop was one of the few that did not change with the times.

Mr. Frees was born in Frenchtown, N.J., on June 1, 1820. His parents died when he was a child, and after a few years at school, when he was 14 years old, he went to Brooklyn, where he was employed as a clerk by Jones & Cross. He came to New York a few years later and studied pharmacy with Dr. Van Kleef, then one of the best known physicians in the city. His office was at 831 Third avenue.

In September of 1850 Mr. Frees opened his shop, and it was not closed until yesterday. He stocked it with herbs of all kinds, storing them on the shelves and in the cellar. His store was fitted up with black walnut fixtures, which remain there yet. Mr. Frees studied botany in the woods and fields, and he did not believe in the use of minerals in medicine. His root beer was famous years ago, and the demand for it was so great that the customers were often obliged to stand in line for hours before they could get it.

He also manufactured a spring tonic, the secret of which he kept to himself. The most interesting fact about his life was that he had over thirty different kinds of herbs and roots, and he had a large collection of dried and pressed plants. He was a collector of peculiar and rare objects, and his shop and rooms were crowded with articles he had picked up in his travels. He was a man of great energy and with almost the same vigour in his old age as he began it, up to the time of his death, and his shop was one of the few that did not change with the times.

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Are you just thinking of your summer outfit?

We designed and planned it months ago, and here's the result.

Navy blue serge Suits, \$12, \$14, \$16, \$18, \$20. Suits of the newest fancy chevrons, \$12, \$15, \$18, \$20, \$22, \$25, \$28. Double reefs of oblique serge, \$6.50. Linen crash Suits, \$8, \$10, \$12. Cycle Suits, \$8, \$10, \$12, \$15.

White Trousers, \$1.50, \$4.50. Negligee Shirts, \$1, \$1.50, \$2, \$2.50. Straw Hats, \$1.50, \$2, \$3. White Duck Shoes, \$3.50, \$5.

HACKETT, CARHART & CO.,

Corner Broadway and Canal Street, New York City.

305-307 Broadway, below Canal Street.

HIS SUPER-REFINED WIFE.

Super-refinement of Mrs. Hilde S. Sternberger was the reason for the difference between her and her husband, Louis Sternberger, before Justice Truax of the Supreme Court yesterday, on a motion to confirm the report of William H. Willis, as referee, finding that Mrs. Sternberger is entitled to the custody of their two children.

The referee found that Mrs. Sternberger was a woman of great refinement and of high social position. She was a collector of peculiar and rare objects, and her shop and rooms were crowded with articles he had picked up in his travels. He was a man of great energy and with almost the same vigour in his old age as he began it, up to the time of his death, and his shop was one of the few that did not change with the times.

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NEWS OF THE WHEELMEN.

HIG ENTRY OF ROAD RACING MEN FOR THE MILBURN EVENT.

Chairman Gordon Issues a Lengthy Bulletin—American Riders Start on a Long Foreign Campaign—Increase in League Memberships—Milburn Road Race.

Out of the 177 entries received for the twenty-five mile handicap Milburn road race, which will be held on May 30, it is expected that 150 riders will start. The entries are now in the hands of Handicapper Prial. The twenty-five mile Milburn road race now stands at 1 hour 31 minutes 18 seconds, and is held by H. H. Harrell. It is predicted that the record will be reduced to 1 hour 3 minutes this year, in which event the race will prove one of the most noteworthy road races ever held.

Harry Maddox, the old class B track rider, whose strong point was long-distance racing last season, will ride on Memorial Day, and will make an effort to lower the record. Maddox will probably start from one of the back marks. Another rider who has taken part in every Milburn road race is Thomas J. Hall, Jr., of the Kings County Wheelmen. Hall is a well-known road rider, with a record of 1 hour 22 minutes 30 seconds. Two of the other formidable riders who will compete are Morris Scott of Flatfield, with a record of 1 hour 5 minutes 21.5 seconds, and C. F. Seely of Hartford, who has a record of 1 hour 9 minutes 5 seconds.

Other riders who will compete, and who have been selected to do some creditable work, are George Holland, C. T. East, and U. S. Page of Brooklyn, John W. Conklin and Frank Hight of Newark, Frank White of Lynbrook, and S. Standen of Paterson. The Kings County Wheelmen will be represented by over a dozen riders.

It was reported yesterday that H. McDonald, the American rider, had been selected to represent the American riders in the long-distance race at Brussels last Sunday. The having board investigated charges of violations of the league rules against riders from all sections of the country last week, with the result that a number of riders are transferred to the back marks. The charges were made by the Kings County Wheelmen, and a general warning issued to racing men and race-meeting promoters. A rider suspended this year is not eligible to compete in any race until he has been cleared by the league rules.